



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606  
  
312 454 0400  
www.cmap.illinois.gov

## Chicago Metropolitan Agency for Planning (CMAP) Environment and Natural Resources Committee Minutes Thursday, October 6, 2016

Offices of the Chicago Metropolitan Agency for Planning (CMAP)  
Lake County Conference Room  
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

- Members Present:** Lynn Boerman – IDNR, Keary Cragan – U.S. EPA, Jack Darin – Illinois Sierra Club, Martha Dooley – Village of Schaumburg, Stacy Meyers (via phone) – Openlands, Chris Mulvaney (for Suzanne Malec-McKenna) – Chicago Wilderness, Joe Schuessler – MWRD, Vincent Waller (for Deb Stone) – Cook County Department of Environmental Control, Kim Wasserman-Nieto – Little Village Environmental Justice Organization, Mike Warner – Lake County Stormwater Management Commission, Sean Wiedel – Chicago Department of Transportation, Moira Zellner – University of Illinois-Chicago
- Members Absent:** Ed Collins – McHenry County Conservation District, Jackie Forbes – Kane County Division of Transportation, Danielle Gallet – Metropolitan Planning Council, Pete Harmet – IDOT, David Leopold – UI Labs
- Staff Present:** Nora Beck (staff liaison for ENR), Brian Daly, Kristin Ihnchak, Jason Navota, Elizabeth Irvin, Lindsay Hollander, David Clark, Noel Peterson, Dustin Clark, Elizabeth Schuh, Jared Patton
- Others Present:** Mike Klemens – Will County Governmental League

### 1.0 Call to Order

Sean Wiedel called the meeting to order at approximately 9:30 a.m.

### 2.0 Agenda Changes and Announcements

### 3.0 Approval of Minutes

A motion to approve the minutes of the September 1 meeting was made by Martha Dooley, seconded by Joe Schuessler. The motion carried with all in favor.

#### 4.0 ON TO 2050: Bimonthly Plan Update – Kristin Ihnchak, CMAP Staff

Referring to this [bi-monthly memo](#), Ihnchak provided a brief status update on all major ongoing elements of plan development. Committee members asked about the list of regionally significant projects. CMAP is currently holding a [call for regionally significant projects](#); an initial list of projects can be found [here](#).

#### 5.0 ON TO 2050: Financial Plan Development Memo – Lindsay Hollander, CMAP Staff

As required by statute, ON TO 2050 must include a financial plan, including expected revenue sources to carry out the operation, maintenance, and expansion of the region's surface transportation system over the planning period (2019-50). Referring to [this memo](#), Hollander provided an overview of the financial plan process. Committee members discussed the following points:

- Coordination with transportation agencies. Input from IDOT and the Tollway as well as other partners is critical to this project, especially given the goal of developing condition targets.
- The condition forecast will be determined based on input from respective agencies and their own plans. Many of these agencies operate with different condition goals.
- Clarification on reasonably expected revenues. Hollander explained that in GO TO 2040, these included congestion pricing and an increase in the motor fuel tax. Currently staff are considering a replacement of the motor fuel tax with a vehicle miles traveled tax; see the [Transportation System Funding Concepts Strategy Paper](#).
  - Discussion about how to make the reasonably expected revenues a reality and the role of advocacy and informing the policy discussion.
- Role of public private partnerships (PPP) in the financial plan. CMAP is formulating a separate memo on PPPs. The list of projects that could be done through a PPP could go into the cost estimate. PPP projects will be evaluated using the same methodology as other projects.
  - Discussion of the Great Lakes Basin Transportation, Inc. proposal to build a new railroad outside of CMAP's geography.
- Alternative transportation. The financial plan is looking at core and reasonably expected revenues; currently do not know of specific bike and pedestrian revenues.

#### 6.0 ON TO 2050: Preliminary Population Forecast – David Clark, CMAP Staff

As part of ON TO 2050, CMAP engaged the consulting firm Louis Berger to develop a regional socioeconomic forecast of population and employment to the year 2050. Using a [powerpoint presentation](#), Clark presented the initial forecast results and the methods they used. Committee members discussed the following points:

- Consider the resource base assumptions that the economy would support that population. With water supply diminishing in some areas, climate change, and other factors, the forecast should consider whether our resource base can accommodate the projected growth in the forecast model.
- Do we want this growth? Are we getting ourselves into bigger trouble?

- Verification of previous forecasts. The forecasts are periodically checked against census data; however the 2015 estimates could be way off, like we saw with the base year of 2010 for the GO TO 2040 plan.
- Political climate in addition to the Great Recession. The individual factors are not parsed out and political trends play out a larger role in employment forecasts.

#### **7.0 ON TO 2050: Local Area Allocation Process – Elizabeth Schuh, CMAP Staff**

In FY 17, CMAP will work with consultants to distribute forecasted population, household, and employment change throughout the region. This process will balance existing and planned development, market factors, and the policy recommendations of GO TO 2040 and ON TO 2050. Using a [powerpoint presentation](#), Schuh described the local area allocation process. Committee members discussed the following points:

- These allocations are useful for planning large capital projects (such as wastewater facility upgrades or expansions), but the assumptions used to create them can change significantly over time, especially for smaller geographies. Care should be taken to determine if initial assumptions remain true before investments are made.
- County level forecasts will be made for the 21-county region, which will allow for more accurate transportation modeling; but only the 7-county region will go through the local area allocation process.
- Consider that the assumptions made for the forecast are unlikely to be constant over time.

#### **8.0 ON TO 2050: Plan indicators development – Noel Peterson, CMAP staff**

GO TO 2040 includes a set of indicators to track the plan's progress toward implementation. Using a [powerpoint presentation](#), Peterson provided an overview of the process which will build on the GO TO 2040 indicators, the 2014 Plan Update, identify new indicators for policies that are new to ON TO 2050, and modify existing measures and future targets if appropriate. Committee members discussed the following points:

- Oversight of indicator progress. CMAP tracks indicator progress, and uses this information when creating plan updates. Because the plans are only active for ten year periods, it is only possible to track short-term trends.
- Other potential indicators. Impervious surface cover is currently used as a proxy for water quality and flood risk. Reported damages or impaired waterways could be good alternatives.
- Number of indicators. There is no target number, but one indicator per goal is generally preferred.
- Stormwater is a new focus for ON TO 2050, an appropriate indicator will need to be identified.
- Should greenhouse gas emissions be measured in aggregate, or broken down by industry?

#### **9.0 ON TO 2050: Alternative Future Trends— Elizabeth Irvin, CMAP staff**

Alternative Futures will help stakeholders prioritize land use, economic, and transportation policies for the region. Staff and external experts have discussed trends that have the potential to meaningfully shape the future of the Chicago region. Based on feedback, CMAP staff has identified five possible futures for the region's residents in 2050. Using a [powerpoint presentation](#) and referring to this [memo](#), Irvin provided an overview

of the development and characteristics of these potential futures. Committee members discussed the following points:

- It is difficult to predict the impact that autonomous vehicles will have on the region. Less on-site parking may result in more vehicle miles traveled, and increased emissions, as vehicles will need to return home or enter a holding pattern between each trip.
- Committee members should email feedback to Elizabeth Irvin. Specifically, this feedback should focus on the most compelling impacts of each scenario, what is most exciting or concerning about the scenarios, how these scenarios will affect their line of work, and any suggestion on ways to engage the public with these scenarios.

#### **10.0 Other Business.**

Illinois Transportation Taxes and Fees Lockbox Amendment.

- The committee should discuss the impact that the proposed amendment will have on environmental issues. Specifically, whether planning efforts will qualify for transportation funds, and how agencies such as IDNR, which relies on license plate fees and boat motor fuel taxes, will be affected.

#### **11.0 Public Comment**

There was no public comment.

#### **12.0 Next Meeting**

The ENR Committee is scheduled to next meet on Thursday, November 3, 2016.

#### **13.0 Adjournment**

The meeting adjourned at 11:15 a.m. Motion made by Wiedel, seconded by Waller.

Respectfully submitted,  
Nora Beck (ENR Committee Liaison)  
October 6, 2016